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REPORT NO.

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SUBJECT Photographs taken along Trans-Siberian Railroad

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NO. OF ENCLS. 10 (157 photos)
(LISTED BELOW)

PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

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Some of the attached photographs of scenes along the Trans-Siberian railroad have been deposited in CIA graphics register under the accession numbers 48746 to 48838, and are also in the possession of the Department of the Army.

Legend to attached list of photographs

1. Parked and rusting locomotives on spur line in the western environs of Sharya, 702 km east of Moscow. 12 April 1950, 1700 hours. 1
2. Typical Siberian windmill, one km east of Kotelnich, Kirov Oblast, 872 km east of Moscow. 12 April 1950, 1800 hours.
3. Main rail station, Kotelnich. 12 April 1950, 1800 hours.
4. Main street of Kotelnich. 12 April 1950, 1800 hours.
5. Kotelnich, view of Vyatka river taken from rail bridge; town located on west bank of river.
6. Shalya, 1672 km east of Moscow. 13 April 1950, 1210 hours. Picture taken due west of railroad station, about 100 yards. Steel car of construction not noted before; no distinctive markings observed on car.
7. Part of railroad line at Shalya.
8. Construction project 200 yards north of railroad approximately five km west of Kuzino (?), 1731 km east of Moscow. 15 April 1950, 1500 hours.
9. Same as 8.
10. Same as 8.

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11. Single track wooden railroad bridge across river, running parallel to main Trans-Siberian line, one-half kilometer east of Bilimbay, 1759 km east of Moscow. This single track line joins main line a few kilometers east of this point. 13 April 1950, 1505 hours.
12. Same as 11.
13. Unidentified town one km north of railroad, one km east of Bilimbay. 13 April 1950, about 1510 hours.
14. Same as 13.
15. Podvoloshnaya, 1768 km east of Moscow. 13 April 1950, 1520 hours. Typical wooden prefabricated houses in new development extending six km along railroad to Khrompik.
16. Rail bridge parallel to Trans-Siberian main line one km east of Podvoloshnaya. 13 April 1950, 1520 hours.
17. Same as 16.
18. Western suburbs of Khrompik, 1775 km east of Moscow. 13 April 1950, 1530 hours.
19. Industrial village extending one km east of Khrompik rail station and located about one km north of main line. Huge industrial complex, possibly processing chrome ore. 13 April 1950, 1530 hours.
20. Same as 19.
21. Same as 19.
22. Same as 19.
23. Same as 19.
24. Steel railway bridge overpass 500 yards west of main Sverdlovsk rail station, 1819 km east of Moscow. Tracks run parallel to main line. 13 April 1950, 1630 hours.
25. Soviet railway postal car sitting in Sverdlovsk rail station.
26. Footbridge across rail yards west of main Sverdlovsk station. 13 April 1950, 1630 hours.
27. Factory under construction about 2000 yards east of main Sverdlovsk station.
28. New construction, apparently administration building, about 200 yards east of main Sverdlovsk station, 1000 yards north of track. 13 April 1950, 1700 hours.
29. Same as 28.
30. Freight storage in rail yards at Sverdlovsk.
31. View of Sverdlovsk near rail station.
32. Car of scrap metal in Sverdlovsk rail station.
33. Agricultural combine on car in Sverdlovsk rail station.
34. View of signal equipment, Sverdlovsk main station. 13 April 1950, 1630 hours.
35. Scene north of track, one km east of Sverdlovsk main station. 13 April 1950, 1700 hours.
36. Signal poles along railroad six km west of Omsk, 2716 km east of Moscow, and two km north of railroad.

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37. New housing about five km west of Omsk.
38. Kalachinskaya, 2795 km east of Moscow. Wooden stockade with guard tower in background.
39. Same as 38.
40. Balerino, 2810 km east of Moscow.
41. Warehouses along railroad at Koloniya, 2837 km east of Moscow.
42. Same as 41.
43. Airfield west of Novosibirsk, north of the railroad.
44. Three hangars and three or more administration buildings at airfield shown in 43.
45. Same as 43.
46. Apartment buildings on western environs of Chik, 3308 km east of Moscow. 15 April 1950, 0245 hours.
47. Two communication towers, part of a large number of towers one half km north of the railroad and about five km west of Novosibirsk. 15 April 1950, 0300 hours.
48. Same communications complex shown in 47.
49. Same as 48.
50. Same as 48.
51. Same as 48.
52. Same as 48.
53. Same as 48.
54. Same as 48.
55. New factory 7 km west of Novosibirsk. Note factory under construction and crane.
56. Probably refinery equipment in western environs of Novosibirsk. 15 April 1950, 0215 hours.
57. Scene from main station of Novosibirsk, looking north at approximate center of town. 15 April 1950, 0220 hours.
58. Same as 57; unidentified factories.
59. Same as 57.
60. Footwalk over railroad yards, 50 yards east of main station, Novosibirsk.
61. Same as 60.
62. Scene 1,000 yards east of main station at Novosibirsk, looking north.
63. 1,500 yards east of main station in Novosibirsk.
64. Guard on tracks, Novosibirsk rail station.
65. Rail bridge approximately 2,000 yards east of main Novosibirsk rail station. Rail line runs parallel to main track of Trans-Siberian railroad.

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66. Same as 65.
67. Rail yards approximately 4,000 yards east of main station of Novosibirsk, but within the city. 15 April 1950, 0300 hours.
68. Same as 67.
69. Same as 67.
70. Same as 67.
71. Same as 67.
72. Same as 67.
73. Same as 67.
74. Novosibirsk rail station, engine in background. 15 April 1950, 0330 hours.
75. Same as 74.
76. Same as 74.
77. Novosibirsk, rail shops and parked rail cars approximately 1,000 yards east of main station. 15 April 1950, 0345 hours.
78. Novosibirsk, pile of logs and boiler approximately 1,300 yards east of main station. 15 April 1950, 0337 hours.
79. Log piles in Novosibirsk station.
80. Typical scene of dwellings in area of Novosibirsk along rail line and east of station. 15 April 1950, 0400 hours.
81. Same as 80.
82. Same as 80. Note condition of streets and people proceeding to work at 0400 hours.
83. Same as 82.
84. Same as 80.
85. Same as 80. Note parked automobiles of Moskvich and Pobeda types stored without proper protection from weather. Cars are new and, when considered in light of press reports of same period that rail transportation was lacking for distribution of new automobiles, pictures become more significant.
86. Same as 85.
87. Same as 80.
88. Same as 80.
89. Same as 80.
90. Same as 80.
91. Eastern environs of Novosibirsk. Probably dormitory-style apartment buildings, in pathetic state of maintenance. 15 April 1950, approximately 0400 hours.
92. Same as 91.
93. Same as 91.
94. Same as 91.

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95. Same as 91.
96. Same as 91.
97. Same as 91.
98. New industrial building approximately one km east of main station at Novosibirsk on eastern edge of town. 15 April 1950, approximately 0405 hours.
99. Same as 98; note that industrial complex is still under construction.
100. Same as 98.
101. Same as 98.
102. Same as 98.
103. Industrial installations on the eastern environs of Novosibirsk a few hundred yards north of railroad.
104. Same as 103.
105. Same as 103.
106. Same as 103; new industrial site.
107. Same as 106; note wheelbarrows in middle foreground of picture.
108. Same as 106.
109. Same as 106; note guard towers.
110. Same as 106, homes and/or warehouses of same industrial installations.
111. Same as 110.
112. Kansk Yeniseyskiy airfield, two km east of Kansk Yeniseyskiy, 4354 km east of Moscow, about 1,000 yards north of railroad. Hangar, two light training aircraft. 16 April 1950, 0221 hours.
113. Same as 112.
114. Same as 112.
115. Same as 112.
116. Same as 112.
117. Same as 112.
118. Kansk Yeniseyskiy railroad station. 16 April 1950, 0225 hours.
119. Same as 118.
120. Loading platforms of main station at Kansk Yeniseyskiy. 16 April 1950, 0221 hours.
121. Same as 120.
122. Same as 121.
123. Village scenes at Kansk Yeniseyskiy. Shutter speed 1/100 sec., 5.6 f stop, distance setting 15 m to infinity. 16 April 1950, 0300 hours.
124. Same as 123.

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125. Scene in center of Kansk Yeniseyskiy.
126. Industrial installations approximately one km north of railroad and one km east of Kansk Yeniseyskiy.
127. Same as 126.
128. Same as 126.
129. Kansk Yeniseyskiy. Foreground: shelter and catwalk used by security guard who patrols both adjacent rail bridges. Background: large industrial installation and third rail bridge over Yenisey River.
130. Same as 129.
131. Bridge structure of bridge in 129.
132. Same as 131.
133. Same as 129.
134. East bank of Yenisey River, apparently environs or suburbs of Kansk Yeniseyskiy.
135. Apparently resort town on north bank of Yenisey River.
136. Same as 135.
137. Krasnoyarsk Kray; village midway between Kansk Yeniseyskiy and Ilanskaya. 16 April 1950, 0530 hours.
138. Scene along railroad between Kansk Yeniseyskiy and Ilanskaya.
139. Main rail station at Ilanskaya, 4386 km east of Moscow, light snow. 16 April 1950, 0330 hours. 2
140. Same as 139.
141. Two radio communication towers about one km north of railroad at Tulun, 4805 km east of Moscow.
142. Same as 141.
143. Kansk Yeniseyskiy airfield (see 112). 18 April 1950. Setting infinity, 5.6 f stop, speed 1/250.
144. Same as 143.
145. Same as 143.
146. Train window broken by rock thrown from Krasnoyarsk rail station. 19 April 1950.
147. View of marshalling yards at Chulymskaya, 3211 km east of Moscow. Photo taken at point 50 yards east and 100 yards north of passenger station, looking east. Junction point of Tomsk and Omsk railroads.
148. Omsk. Dawn, 21 April 1950. Settings: 8, 1/100 at f 8.0. Picture taken from window on second floor of Hotel October, located on Karl Marx street in center of city, looking north. View is of river port, with Irtysh River in background. On northwest bank of the river there is an airport (invisible in picture).
149. Same as 148.
150. Taken from window of Hotel October, same locale as 148.

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- 151. Same as 148.
- 152. Balezino, 1196 km east of Moscow.
- 153. Same as 152.
- 154. Same as 152.
- 155. Grain elevator at Falenki, 1096 km east of Moscow, exceptionally good construction for the USSR.
- 156. Same as 155.
- 157. Same as 155.

25X1A 1 Comment: The identification of this town is not positive. All times given in this report are Moscow time, rather than local time.

25X1A 2 Comment: The time discrepancy between 137 and 139 cannot be clarified.

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